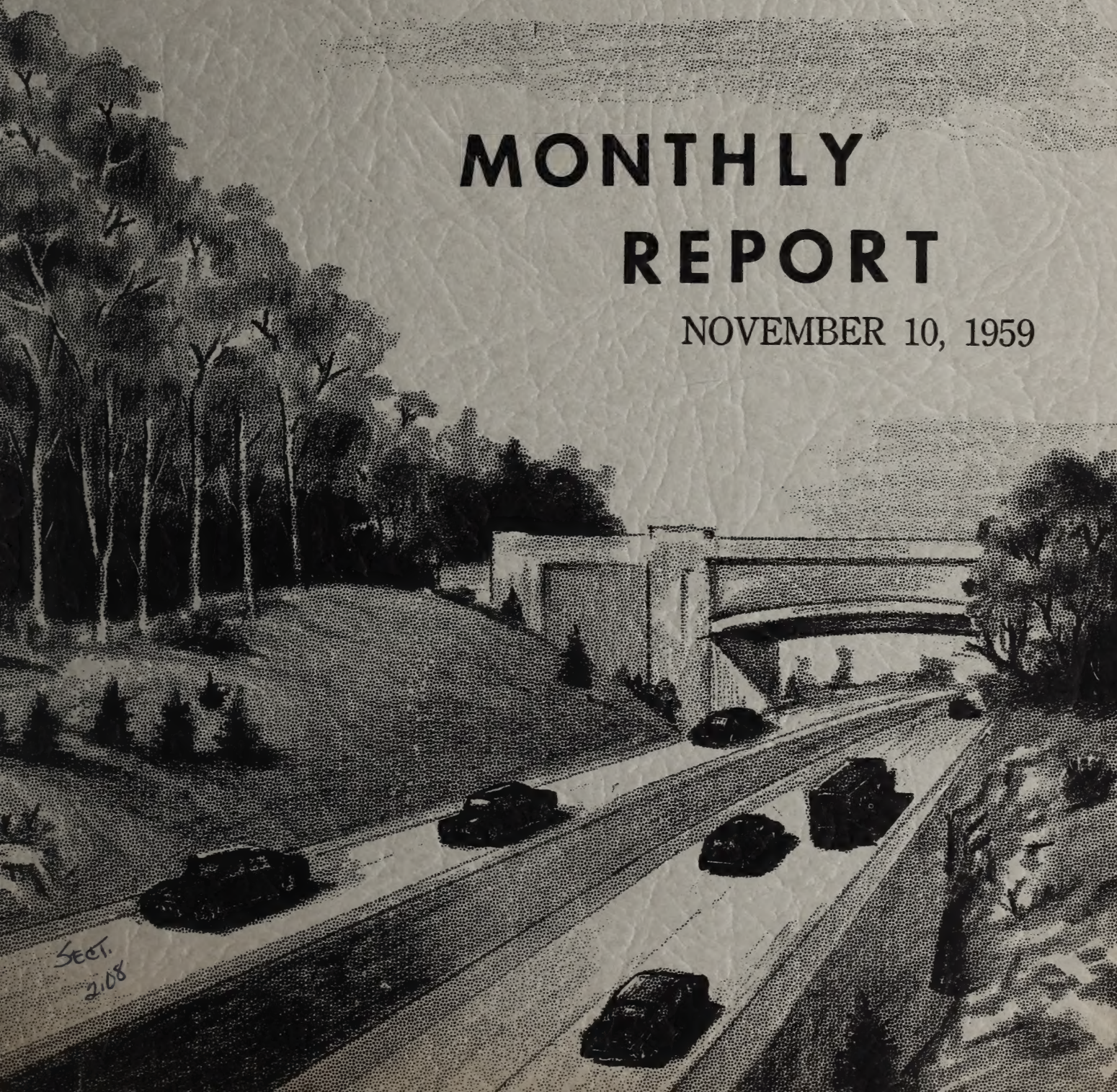


STATE HIGHWAY DEPARTMENT

MONTHLY REPORT

NOVEMBER 10, 1959



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ISLAND CLOSINGS

Our program of closing dangerous openings in the center islands of our more heavily traveled dual highways was continued this month in the advertising of a project that will include closing 27 more of these openings. Apparently when originally planned and executed the convenience offered by such openings outweighed the danger aspects, but increasing traffic loads over ensuing years have tipped the scales in the other direction.

Thus far this program has resulted in sealing up more than 3,000 such openings throughout the state. At important crossings new jug-handle turning ramps are provided conveniently to permit safe left or "U" turns under traffic signal control.

The project now under advertisement includes a section of Route U.S. 1 in Edison Township, Middlesex County, where 17 openings will be closed and six jug-handle ramps built. The balance of the project is located in Madison Township and Sayreville, also Middlesex County. There 10 openings in the Route U.S. 9 center island will go, with the turning movements to be accommodated by three jug-handle variations.

SNOW AND ICE CONTROL

In anticipation of our first appreciable snowfall or icing conditions, we are just about 100 percent complete in our preparations.

SNOW AND ICE CONTROL, contd.

This year we will again increase our manpower, equipment and reserves of rock salt and abrasives. The last of the miles of snow fence are now being put into position to prevent drifting at "drift" locations along our highways.

In all we will have 1,449 vehicles available, ranging from heavy duty snow plows equipped with blowers to road graders and light trucks with plows and salt or abrasive spreaders mounted on them. This year we will be able to call upon 2,576 men and rely upon more than 200 mobile two-way radio units in the direction of our field forces.

For the fourth consecutive year our weather advisories will be both the U.S. Weather Bureau and the Northeast Weather Service, a privately operated facility that has rendered accurate forecasts on an around-the-clock contractual basis in the past.

ROUTE U.S. 1 SKID TESTS

Recently the Department received a letter from a motorist crediting the new concrete center barrier on Route U.S. 1 with having prevented him from becoming involved in a serious accident when his car slid into it during a rainstorm. However, the driver felt we might well take a close look at the new bituminous resurfacing on the route and see if it wasn't partly at fault for his skid.

ROUTE U.S. 1 SKID TESTS, contd.

As a result, during the past month our Bureau of Engineering Research made skid tests on rainy days in numerous locations between Trenton and New Brunswick. These tests showed that except in a very few localized areas of a few square feet each no dangerously slippery conditions exist.

INTERSTATE ROUTE OPENINGS

Several hundred local residents joined with the Governor and other state and local officials in ceremonies held October 30 marking the opening of nine miles of new Interstate freeways. Judging from the number of souvenir programs handed out at each location, about 350 attended the Route 78 opening while more than 400 were in attendance at the Route 80 ceremonies.

The Route 78 ceremonies were held at 10:30 a.m. on the bridge that carries the 4-mile freeway section over the Muscenetcong River. This section runs from Still Valley, Warren County, to Bloomsbury, Hunterdon County. It joins existing Route U.S. 22 at each end and makes use of four miles of the old two-lane, winding and hilly road unnecessary for through travel.

The Route 80 opening took place at 4:30 p.m. on the new route's westbound roadway a short distance west of its connection with Route U. S. 46 at Denville, in Morris County. For the present this 5-mile section will

INTERSTATE ROUTE OPENINGS, contd.

prove to be mainly of benefit to industrial traffic of the area between Route 15 and Route 46 at Denville. This summer it will be a valuable time-saver to urban area motorists going to and from the lake resorts served by Route 15 in that it will eliminate the need for them to travel through Dover.

Copies of the souvenir programs, which were produced within the Department, are included in this report --as are photographs of the ribbon cutting at each location.

ROUTE 35 WIDENING

Although we have received bids on the proposed improvement of Route 35 through Shrewsbury, Monmouth County, further action on the project will wait completion of the review of our proposals by the Washington office of the Federal Bureau of Public Roads. The review was initiated by the Bureau's headquarters at the request of Congressman Auchincloss, of Monmouth County, and we were visited on October 29 by representatives of the Bureau. Subsequently further information, including pertinent statistics, were submitted by the Department to the Bureau.

It is interesting to note that the Borough of Shrewsbury's alternate to widening Route 35 has already met with resistance. They propose extending the proposed Route 35 Freeway to bypass their borough and

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ROUTE 35 WIDENING, contd.

join with Route 35 north of Red Bank. This would require the Freeway to pass through the Borough of New Shrewsbury. New Shrewsbury has, in response to this proposal, indicated it will vigorously fight any such move.

DVUF DRIVE

Completion of the annual Delaware Valley United Fund Drive within the Department showed an increase in both the percentage of contributors and the total amount contributed as compared to previous years. Last year 87% of 1,118 people employed in the Trenton area contributed over \$10,000. This year contributions by 90% of approximately the same number of employees totaled \$11,410.

CONSTRUCTION PROGRESS

Relatively good construction weather this past month enabled our field work to move along at a normal pace, resulting in the completion of several important projects. As of the first of November our work under-way included 56 projects with a total value of \$86,565,000.

One of the largest to be completed was the 6-mile long section of Route U.S. 1 improvement between Stouts Lane, in South Brunswick Township, and Cozzens Lane, in North Brunswick Township. It is the third of the five sections covering 18 miles of Route 1 between Trenton and New Brunswick to be finished.

CONSTRUCTION PROGRESS, contd.

Our work on the new Route 18 in the vicinity of Old Bridge, Middlesex County, reached the stage where the 3.5 miles of the completely new dual semi-freeway were opened to local traffic use. Full potential of the route as a link between the Route 18 circle at Old Bridge and Route 9 near the Monmouth County line will have to await completion of a new interchange at Route 9 that is expected to be ready next Fall. However, the new sections will be of great service to local traffic in the interim.

Another important completion concerned our revision of the Route 17-Farview Avenue overpass in Paramus, Bergen County. This improvement involved a re-arranging of ramps resulting in eliminating some dangerous left turning movements.

By mid-October our forces also completed the resurfacing operations on approaches to the Route 3 bridge over the Hackensack River at the Hudson-Bergen County line. The project also included easing curvature leading to the Grace Street ramp and is part of our overall plan to improve Route 3 from the Lincoln Tunnel to Route 20.

PUBLIC HEARINGS

Two public hearings were held during the month, one on an Interstate Freeway, the other on improvement of a U.S. highway.

PUBLIC HEARINGS, contd.

On October 28 eleven miles of future Interstate Route 295 alignment between Bridgeport, Gloucester County, and Deepwater, Salem County, was discussed at a hearing held in the duPont Country Club, Deepwater.

The next day plans for dualization of a 3.8 mile section of Route U.S. 40 between Slapes Corner Road and Route 48 in Upper Penns Neck Township, Salem County, were presented at a hearing held in the Richman Dairy Bar, Sharptown.

Scheduled for November 17 is a public hearing on a project that will complete dualization of U.S. 202 between Somerville and Flemington. At the hearing, to be held in the Three Bridges Firehouse, the Department's proposals for the section between the South Branch of the Raritan River in Raritan Township, Hunterdon County, and Beechwood Drive in Branchburg Township, Somerset County, will be presented.

On the same day a hearing is scheduled concerning a 1.5 mile section of Interstate Route 95 between Route 46 near the northern end of the N.J. Turnpike and Teaneck. This section has been dubbed the "Turnpike Connector". The hearing will be held in the Teaneck Municipal Building, at 10 A.M.

HIGHWAY SIGNS FOLDER

Our Bureau of Public Information will shortly begin distribution of a new folder dealing with the Department's revisions in directional, warning, regulatory and other official roadside signs. This brings to nine the total of such current folders for distribution to the public. Others in this series previously distributed, deal with the subjects of right of way acquisition, highway speed zoning, traffic signals, creeper lanes, jug-handles, grade separations, center barriers, and overall highway needs of the State. A copy of the new folder, which will be sent to all New Jersey legislators and mayors, is included in this report.

Requests from public school officials and teachers have just about exhausted the initial 20,000 copy supply of our recently produced booklet "Development of the State Highway System". Although the original copies were printed on a contract basis, the Department's reproduction section will turn out the next 5,000 copies.

RARITAN RIVER CROSSING STUDY

The origin-destination study that will provide us with much of the statistical background necessary for determining the need and proper location of a new Raritan River crossing was instituted October 19. New Brunswick and Middlesex County officials earlier requested we study the matter. We expect to complete the field work phase of the survey next Monday.



RARITAN RIVER CROSSING STUDY, contd.

Teams of 10 to 13 interviewers will by then have conducted twelve separate interview operations. Following the field work will come several weeks of office work in coding information that was gathered and punching it on I.B.M. cards, computing factors relating the number of interviews to the total traffic, and arriving at the "desire" lines indicated by the study.

MEETINGS

In addition to the routine staff and other meetings, the following are a few of the conferences and meetings held during the month:

Oct. 14 - Met with Commissioner Morecraft of the New Jersey Turnpike Authority on turnpike matters.

Attended Jersey City Chamber of Commerce meeting with Governor Meyner.

Oct. 15 - Reviewed the highway situation at a luncheon meeting of the State Chamber of Commerce.

Attended press meeting at Princeton re transit matters.

Oct. 16 - Discussed Garden State Parkway matters with Mr. Tonti, Executive Director of the New Jersey Highway Authority.

In the afternoon met with Mr. Keith of the Regional Plan Associates, which maintains headquarters in New York, concerning our transit situation.

Oct. 19 - Visited with Mr. Sylvester Smith concerning Garden State Parkway matters.

Final DVUF drive meeting with departmental division and bureau heads.

MEETINGS, contd.

Oct. 20 - Meeting in the Governor's office with Messrs. Tobin and Wiley of the Port of New York Authority concerning noise factors at Newark Airport.

Afternoon cabinet meeting.

Attended evening meeting of the Point Pleasant Beach Rotary Club devoted to highways and transit relationship.

Oct. 21 - Meeting with representatives of the various major bus companies with respect to future transportation planning.

Met with the Mayors Association of Camden County in Haddonfield in evening session devoted to the transit situation.

Oct. 22 - Contact with heads of Railroad Brotherhoods concerning transit program.

Oct. 26 - Met in New York with Mr. Silcox, Director of Transportation for New York State.

Oct. 27 - Attended Newark meeting with the Citizens Committee for Transportation Referendum #3.

Oct. 29 - Met with representatives of the Federal Bureau of Public Roads for a discussion of Route 35 improvements in Monmouth County.

MEETINGS, contd.

Oct. 29 - Evening television program with the Governor in Newark.

Oct. 30 - Dedication ceremonies for Interstate Route 78 in A.M.
and similar ceremonies concerning Interstate Route 80 in
late afternoon.

Nov. 6 - Addressed meeting of New Jersey Roadside Council held at
the Garden State Plaza in Paramus, (copy of Commissioner's
remarks are included in this report).

Nov. 10 - Meeting with railroad executives concerning transit
situation.

CONSTRUCTION BIDS RECEIVED

Oct. 21 - Route 611 - Delaware Water Gap Slope Improvement Pahaquarry Township, Warren County <u>*Peter W. Kero, Inc., Carlstadt</u>	\$ 120,304.00
Oct. 21 - Routes U.S. 46, 1 and 9 E. Ruby Avenue to Jones Road Palisades Park and Fort Lee Bergen County. <u>*Frapaul Construction Co., Rochelle Park</u>	70,212.25
Oct. 21 - Routes U.S. 1 and 9 Tonnele Avenue Traffic Circle to Fairview Ave. Hudson and Bergen Counties <u>*N. J. Asphalt & Paving Co., Jersey City</u>	835,891.30
Oct. 28 - Franklin Boulevard Rodney Avenue to Belmar Street Franklin Township, Somerset County <u>*Jannarone Engineering Co., Matawan</u>	91,707.95
Nov. 4 - Parkway Avenue (Re-Adv.) Parkside Avenue to N. Olden Avenue Extension Ewing Township and Trenton Mercer County. <u>*Barrett Bituminous Co., Mt. Holly</u>	268,662.00
Nov. 5 - Route 35 - Widening and Resurfacing Shrewsbury, New Shrewsbury, Eatontown, Little Silver and Red Bank Monmouth County. <u>*Michael J. Stavola, Inc., Red Bank</u>	<u>457,829.90</u>
<u>Total Construction Bids Received</u>	- \$ 1,844,607.40

*Indicates low bidder.

CONTRACTS AWARDED

Oct. 27 - Route 611 - Delaware Water Gap Slope Improvement Pahaquarry Township, Warren County <u>Peter W. Kero, Inc., Carlstadt</u>	\$120,304.00
Oct. 27 - Routes U.S. 46, 1 and 9 East Ruby Avenue to Jones Road Palisades Park & Fort Lee, Bergen County <u>Frapaul Construction Co., Rochelle Park</u>	70,212.25
Oct. 29 - Routes U.S. 1 and 9 Tonnele Ave. Traffic Circle to Fairview Ave. Hudson and Bergen Counties <u>N.J. Asphalt & Paving Co., Jersey City</u>	835,891.30
Nov. 6 - Meadow Avenue Construction Main Street to Park Avenue Lakewood Township, Ocean County <u>Jannarone Engineering Co., Matawan</u>	<u>99,763.14</u>
	\$1,126,170.69

BIDS TO BE RECEIVED

- Nov. 17 - Route 12 Pavement Reconstruction
Baptistown to Little Nishisakawick Creek
Kingwood Township and Frenchtown
Hunterdon County.
- Nov. 17 - Mullica River Bridge Removal on Route 167
Bass River Township, Burlington County
Port Republic City, Atlantic County
- Nov. 17 - Palisades Interstate Parkway - Burnett Property
Demolition of Buildings
Alpine, Bergen County
- Nov. 25 - Routes U. S. 1 & 9 Improvements
Closing Island Openings, Turnarounds
Edison Township, Sayreville, Madison Township
Middlesex County.
- Nov. 25 - Burnt Tavern Road Improvement
Route 70 to Route 88
Brick Township and Point Pleasant
Ocean County

highway signs

NEW JERSEY
STATE HIGHWAY
DEPARTMENT

bureau of
public information



Following a comprehensive study of highway sign practices recommended nationally, as well as signing practices in effect in other states, the State Highway Department in early 1955 instituted an extensive sign revision program.

As a result the highway sign system has been revised and the number of signs greatly reduced while increased service has been provided to motorists through simpler sign legends, fewer names, and larger signs. In addition compass directions have been placed on all route markers and the route markers themselves made more distinctive and legible.

New standards for directional signs require that they be white reflecting letters on a green background. New regulatory signs have white reflecting background and black letters. A yellow background, with black letters, is used for warning signs. In all cases the new policy is to make all signs on the State Highway System either reflecting or illuminated in the interest of greatest safety at night.

The increase in overall size of individual signs is to be seen in many instances. Perhaps the most outstanding are the 6 foot high speed limit signs. On divided highways such signs have been placed at 5 mile intervals to replace smaller signs heretofore one mile or less apart. This has resulted in a saving by making one sign do the work of 10 or more smaller ones.

The Interstate Route Marker is the newest sign to make its appearance along New Jersey Highways. Generally, this sign will be used only on those highways which are part of the National System of Interstate and Defense Highways --- a 41,000 mile network of freeways that is now being built to connect 90 percent of all cities of more than 50,000 population within the continental United States.

It will be seen in increasing numbers as completed sections of the 368 miles of new Interstate Freeways in New Jersey are opened to traffic use. This marker is completely reflectorized with white letters, numerals and borders on a red background at the top of the shield and blue background in the lower portion. Various sizes will be used, the most frequently seen will be two feet in each dimension.



OPENING AND DEDICATION



STILL VALLEY TO BLOOMSBURY

WARREN AND HUNTERDON COUNTIES

Friday
October 30, 1959
11 A.M.

NEW JERSEY STATE HIGHWAY DEPARTMENT
Dwight R. G. Palmer, *Commissioner*

INTERSTATE ROUTES

By 1975 several new freeways will form the backbone of the extended and improved New Jersey State Highway system. In addition to being State highways, eight of these major freeways will be an integral part of the National System of Interstate and Defense Freeways.

This system of Interstate highways is now under construction throughout the United States. The State Highway Department of each state is responsible for planning and constructing the routes within their state, subject to approval by the Federal Bureau of Public Roads on each phase of their development. The Federal government will pay 90 percent of their total costs, which in the state of New Jersey will approximate \$1.4 billion.

Routes included were selected by the State Highway Departments and approved by the Bureau of Public Roads. The 41,000 mile Interstate System will connect 90 percent of all cities of over 50,000 population. All 368 miles of Interstate freeways within New Jersey will accommodate at least four lanes of traffic on two separated roadways and in some areas will carry 13 traffic lanes.

Access will be controlled throughout the entire system, with entry only at carefully selected locations. Interchanges, overpasses and underpasses will eliminate all grade crossings. When the Interstate System is completed it will be possible to drive from coast to coast without encountering a traffic light or stop sign.



Still Valley to Bloomsbury Sections, Interstate Route 80, Warren & Hunterdon Counties



... Program ...

OPENING REMARKS AND INTRODUCTIONS Dwight R. G. Palmer, *Commissioner*
New Jersey State Highway Department

FOR HUNTERDON COUNTY Hon. Wesley L. Lance
Senator, Hunterdon County

Hon. Raymond E. Bowkley
Assemblyman, Hunterdon County

FOR WARREN COUNTY Hon. Wayne Dumont, Jr.
Senator, Warren County

Hon. Thomas C. Swick
Assemblyman, Warren County

FOR BLUE STAR MEMORIAL Mrs. Chester Schomp, *Chairman*
Blue Star Memorial Highway Council

PRINCIPAL SPEAKER Hon. Robert B. Meyner
Governor, State of New Jersey

RIBBON CUTTING Governor Meyner, Commissioner Palmer,
Mrs. Schomp, Senator Lance and Senator Dumont

INTERSTATE ROUTE 78

- *Nationally it will extend from New York City to Cleveland, Ohio, where it joins Interstate Route 80.*
- *In New Jersey it will connect the Holland Tunnel with a Delaware River crossing near Phillipsburg.*
- *Total estimated length in New Jersey is 68 miles and its estimated cost is \$388 million.*
- *As part of the Blue Star Memorial it will honor veterans of all wars.*
- *Construction of the Still Valley - Bloomsbury section was begun in February, 1958. This section is 4.1 miles long. Construction cost was \$4.5 million.*
- *It has dual 25 foot wide (two lane) concrete roadways, each with a 12 foot wide hard surfaced shoulder along its outer edge and a similiar 3 foot wide safety strip adjoining the 80 foot wide center island.*

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NEW JERSEY STATE HIGHWAY DEPARTMENT

Dwight R. G. Palmer *Commissioner* Laurence C. Petersen *Director & Chief Bridge Engineer*

Otto H. Fritzsche *State Highway Engineer* Allen C. Ely *Supervisor, Bur. of Road Construction*

UNITED STATES BUREAU OF PUBLIC ROADS

J. A. Swanson *Regional Engineer* H. P. Beschenbossel *Division Engineer*

GENERAL CONTRACTORS

Villa Contracting Company *Westfield, New Jersey* Charles F. Vachris, Inc. *Brooklyn, New York*

ENGINEERING CONSULTANTS

Parsons, Brinckerhoff, Hall & MacDonald
New York, N. Y.



THE UNIVERSITY OF CHICAGO PRESS

OPENING AND DEDICATION



DENVILLE TO ROUTE 15

MORRIS COUNTY

Friday

October 30, 1959

4:30 P. M.

NEW JERSEY STATE HIGHWAY DEPARTMENT

Dwight R. G. Palmer, Commissioner

INTERSTATE ROUTES

By 1975 several new freeways will form the backbone of the extended and improved New Jersey State Highway system. In addition to being State highways, eight of these major freeways will be an integral part of the National System of Interstate and Defense Freeways.

This system of Interstate highways is now under construction throughout the United States. The State Highway Department of each state is responsible for planning and constructing the routes within their state, subject to approval by the Federal Bureau of Public Roads on each phase of their development. The Federal government will pay 90 percent of their total costs, which in the state of New Jersey will approximate \$1.4 billion.

Routes included were selected by the State Highway Departments and approved by the Bureau of Public Roads. The 41,000 mile Interstate System will connect 90 percent of all cities of over 50,000 population. All 368 miles of Interstate freeways within New Jersey will accommodate at least four lanes of traffic on two separated roadways and in some areas will carry 13 traffic lanes.

Access will be controlled throughout the entire system, with entry only at carefully selected locations. Interchanges, overpasses and underpasses will eliminate all grade crossings. When the Interstate System is completed it will be possible to drive from coast to coast without encountering a traffic light or stop sign.



Route 15 to Denville Section, Morris County, Interstate Route 80



... Program ...

OPENING REMARKS AND INTRODUCTION	Dwight R. G. Palmer, <i>Commissioner</i> <i>New Jersey State Highway Department</i>
FOR MORRIS COUNTY	Hon. Thomas Joseph Hillery <i>Senator, Morris County</i>
PRINCIPAL SPEAKER	Hon. Robert B. Meyner <i>Governor, State of New Jersey</i>
RIBBON CUTTING	Governor Meyner, Commissioner Palmer, Senator Hillery

INTERSTATE ROUTE 80

- *Nationally it will extend from New York City to San Francisco, Cal.*
- *In New Jersey its easterly terminus will be Interstate Route 95, west of the George Washington Bridge, and the Delaware Water Gap will be its westerly terminus.*
- *Total estimated length of Interstate Route 80 in New Jersey is 67.7 miles and its estimated cost is \$291.1 million.*
- *Construction on the Denville - Route 15 section was begun in September, 1957. This section is 4.7 miles long. Total Construction cost was \$8.9 million.*
- *Dual roadways of this section are bituminous concrete, 37 feet wide (three lanes), with hard surfaced shoulders along the outer edges. The roadways are divided by a 42 foot wide center island.*

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NEW JERSEY STATE HIGHWAY DEPARTMENT

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Commissioner

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UNITED STATES BUREAU OF PUBLIC ROADS

J. A. Swanson
Regional Engineer

H. P. Beschenbossel
Division Engineer

GENERAL CONTRACTORS

Union Bldg. & Construction Corp.
Passaic, N. J.

S. J. Groves & Sons
Woodbridge, N. J.

L. Zimmerman & Son
Hillside, N. J.

ENGINEERING CONSULTANTS

Louis Berger & Associates
Orange, N. J.



TRAFFIC PROBLEMS AND HIGHWAY SAFETY
NEW JERSEY ROADSIDE COUNCIL MEETING
GARDEN STATE PLAZA
NOVEMBER 6, 1959
DWIGHT R. G. PALMER
STATE HIGHWAY COMMISSIONER

The subject I have been asked to cover at today's meeting is "Traffic Problems & Highway Safety," a subject which I have been reasonably exposed to for the past five years.

In order to embrace the broad scope of this subject, it might be well to first present some statistics to convey to you the extent to which New Jersey has become a vortex of traffic.

Let us look at New Jersey's geographic location, which is a potent factor in developing our unequalled traffic load. Our position, at the hub of the Atlantic seaboard, midway between Boston and Washington, is the logical corridor through which all highway traffic between New England and the South and New York City and Philadelphia must travel.

New Jersey is also at the center of the greatest concentration of population in the Western Hemisphere. The State's area of about 7,500 square miles makes it the fourth smallest state in the Union, exceeding in size only Rhode Island, Delaware and Connecticut. Incidentally, the eight Metropolitan area counties of our State are populated by four million souls and are fourth in the nation as a purchasing area. Only New York, Chicago and Los Angeles precede us.

Within New Jersey reside 5,739,000 persons, forming the second most densely populated state in the Union. Our nearly six million persons drive more than two million motor vehicles and account for 80 per cent of all our traffic.

Let us look at the results of these many factors and see how they compare with other states and the nation as a whole. As a start compare registrations per mile of primary State highway. In Pennsylvania there are 2,000; in New York 4,000; in New Jersey 11,000. Trafficwise this results in an average of 11,000 vehicles a day per mile of the State Highway System.

If this figure does not seem impressive, perhaps the following comparisons will serve to illustrate the point. New Jersey's State highway traffic is two and one-half times that of New York, five times Pennsylvania's and seven times the national average.

At some locations such as the George Washington Bridge Plaza, Newark Junction, the Camden airport circle and the Garden State Parkway's interchange with Route 22, average daily traffic volumes of more than 100,000 vehicles a day are encountered. And as if to put the frosting on the cake, New Jersey has more than 200,000,000 interstate crossings a year. This may provide you with a general idea of the complexity of the problem that confronts the State Highway Department in its efforts to provide for safe and expeditious travel within our borders.

The State Highway System is about 1850 miles in length yet comprises but six per cent of New Jersey road and street mileage. This system carries one-third of all motor vehicle travel within the State and by 1975 it is estimated it will carry 45% of all travel.

In 1953 an average of 5.8 persons were killed on state highways for every 100,000,000 miles of travel. Last year the average had dropped to 3.9 - a reduction of nearly one-third. This reduction did not

just happen. It was the result of many factors, more intelligent and safe and sane driving and the efforts of many people - State and municipal officials and our fine State police. Also in a large measure it was the result of a concentrated program of safety construction.

During the past five years some dramatic strides have been made in what we have termed "Safety Through Engineering." Before discussing some of these improvements and innovations in detail let me summarize them.

Since 1954 the State Highway Department has constructed:

- A. more than 70 miles of center barriers to eliminate head-on collisions.
- B. 160 jughandle turns to permit safe turning movements.
- C. 211 grade separations to eliminate cross traffic
- D. 33 creeper lanes to provide separate lanes for slow moving vehicles traveling up hills
- E. 394 traffic signals to control vehicular movement at intersections.
- F. Also we have painted reflecting white lines on the outer edges of all State highways. In fact, we were the first state to complete the job. All told the Department paints a total of 31,000,000 feet of reflecting white lines a year.

In addition the Department has engaged in two extensive programs. The first was a program to stabilize and increase the width of shoulders bordering our highways. These wider and firmer shoulders permit safe off-the-road stops to be made. The second program of closing thousands

of unnecessary openings in center islands where the width of the island was insufficient to permit safe left or "U" turns. You may recall that in former years it was the policy of the Department to make an opening in the island at practically every property. This resulted in countless accidents. To date more than 3,000 openings have been closed.

While some of the results of this program have been dramatic - others have not so qualified. But by and large the results have been most gratifying.

On Route 4 in Englewood, where 50,000 cars a day use the highway, there were six fatalities in a 33-month period immediately preceeding erection of barriers. All were due to cars crossing over the narrow island. In the three and one-half years since the barrier was erected one fatality has occurred. This was believed to have been caused by the island's sloping curb - a design that has been discontinued since 1954.

In Hillside, where up to 59,000 cars a day traverse Route U.S. 22, a total of 11 persons had died in the three year period before the erection of the barriers in 1954. There have been no deaths due to head-on collisions since then.

More than two and one-half years have passed since the erection of a centerline barrier on Route 4 in Teaneck. In this area, where 51,000 cars a day pass, there have been no head-on collisions reported during that period.

Recently as an added safety measure the height of the barrier has been increased from 20 to 32 inches.

I will not further impose upon you details of this "life-saving" program and its outstanding results except to mention the Pulaski Skyway. On this famous structure 19 persons lost their lives between 1950 and 1956 - six deaths occurred in 1955 alone. Through a combination of skid resistant surfacing and a center barrier no fatalities have occurred since 1957.

Not all highway safety is the result of construction. We fully recognize the contribution of many other factors including high school driver education, pedestrian education, motor vehicle inspection, the Attorney General's operations with his inspectors and the State police, improved vehicles, elementary school patrols, etc. But today - in the brief time allotted to me - I must confine my remarks to what we in the State Highway Department have done and are doing.

You may know of our Speed Zoning program which has played such an important role in reducing accidents. Frequently this program has met local opposition because of the mistaken belief that speed signs regulate travel speed. This is only true when the posted speed is realistic and will, therefore, be observed by drivers.

In order to arrive at the realistic speed we make thousands of radar speed checks on the section under survey. From these checks we are able to determine the speed of all vehicles. The legal speed is then set at the five-mile figure immediately below the rate at, or below which, 85 per cent of all vehicles travel. That is the realistic speed to be posted, be it 25, 35, 40 or 45 miles an hour. When these speed limits are in effect, the driver conforms with the speed limit and the accident rate drops.

Modern traffic signs also play an important role in reducing accidents. They must be visible at a reasonable distance, both day and night, and must allow what is termed instant register - the ability to read the message at a glance. In order to provide New Jersey motorists with such signs, we conducted a series of tests at our Fernwood equipment depot which extended over a period of two years. Many types of letters were tested, as were combinations of colors and various reflecting materials. Out of this came our present signs of reflecting silver letters on dark green backgrounds. Today all 70,000 signs on the State System are reflectorized and carry the shortest possible legends. In addition, all route markers inform the driver whether he is traveling North, South, East or West.

The advantage of clear, legible signing is obvious. By giving the motorist the information he seeks at a glance these signs permit him to devote his attention to the job of driving - no small assignment in New Jersey. They prevent that moment of indecision or hesitation that so frequently contributes to accidents.

I have not the time to go into new construction except briefly. Since 1954 we have raised the Department's construction output about 400 per cent above the pre-1954 post war level. Our new highways incorporate every known safety feature such as long curves, slight grades, 12-foot travel lanes, 13-foot passing lanes, wide shoulders, wide islands or barriers, overpasses and many other proven design features.

The trouble is, we are not in a position to construct enough of these highways to keep abreast of the ever-increasing upsurge of motor vehicles.

To determine just what New Jersey's needs were the Department developed a Highway Master Plan in 1954. Although this plan was based upon the traffic requirements of 1975, many of the projects listed are urgently needed today. The plan calls for an expenditure of between \$2 3/4 and \$3 billion dollars over a 15-year period. It envisions the construction of 821 miles of new freeways and the widening, or dualization, of more than half of the existing State System.

Many people believe that the Interstate & Defense highways, now under construction, will provide the necessary traffic relief. This is not the case. All told New Jersey's ten Interstate routes when completed will give us 368 miles of new freeways. We must find the ways and means of providing for the construction of an additional 453 miles of freeways in all sections of New Jersey in addition to the other improvements mentioned. Unless this is done our traffic may some day in the not too distant future come to a grinding halt.

That in brief is the story of what we have done, what we are doing and what we hope to do to provide New Jersey with the type of safe and expeditious travel upon which our economy is based. But I would not wish to leave you with the thought that engineering alone can decrease the unnecessary slaughter on our highways. This is a job for all of us, especially our younger folks such as are represented here today. And might I add - you will be the adult men and women of tomorrow, so mark out your pace and show the older folks what a fine and much better job you can do. There is no substitute for good, careful and considerate driving. If real courtesy were practiced on all occasions, our fatality rate would decline rapidly. In the final analysis it is the driver upon whom we must rely.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE



1959

SNOW REMOVAL

Trenton, Nov. 6.- The State Highway Department today issued a reminder to motorists that the first snowfall of this coming winter season could happen any day now and urged they get their vehicles ready for winter driving without delay.

According to a Highway Department spokesman, despite early and extensive preparations each year by the Department's Bureau of Highway Maintenance, the season's first snowfall traditionally brings exaggerated problems in maintaining traffic because some motorists have lagged in their individual preparations.

Department records show this happened in mid-November last year, pointing up the need for drivers to check their anti-freeze, tire chains and snow tires now. The Department says drivers might well, as an extra precaution against getting stuck, put a shovel and small bag of sand in the car trunk,

Its own preparations, the Department spokesman said, are now just about 100 percent complete with installation of the last of the 710,000 feet of snow fence now being erected. The overall preparations, getting snow plows and salt and sand spreaders in shape and deployed around the state, stockpiling abrasives, assigning personnel, contracting for standby trucks and men, and a host of other details, began in mid-summer.

This year the Department will throw increased manpower, more equipment, and better inter-communications into the annual battle with snow and ice, winter weather's chief contributions to dangerous driving conditions.

Use of rock salt, employed on a large scale in New Jersey for the first time last year, abrasives such as sand and cinders, and calcium chloride will again be the Department's first line of attack on ridding the highways of packed snow and ice.

(more)

Equipment slated for use in snow and ice control includes everything from heavy-duty road-graders to snow plows equipped with blowers and salt spreaders. There will be 1,449 vehicles available in all, 26 more than last year.

The Department will employ, or have on momentary call, about 2,576 men ready to keep the highways open; that's 67 more men than last year's force. Of these men, 877 will be employed by contractors. These men will be called in during extreme weather conditions. This year, contractors will use their own trucks, mounted with Highway Department plows and spreaders.

Communications between Department headquarters and section supervisors will be possible on the largest scale in Departmental history. Well over 200 vehicles are equipped with radio transmitters and receivers, this includes 20 brand new units to be installed before the first snow flies. This communications system will enable foremen and supervisors to get their men on the roads in minimum time.

For the fourth consecutive year, the Department will receive forewarnings of ominous weather from the Northeast Weather Service of Lexington, Massachusetts. Around-the-clock weather warnings and alerts will be received by the Department. This service will prove especially valuable during periods of rapid weather changes.

In road sections where ice or hard packed snow make driving extremely hazardous, sand is spread to permit temporary traction and rock salt is added to melt the ice and snow. Calcium chloride is added to sand while being stored in quantity to keep the piles from freezing hard. This substance is also mixed with the rock salt when the temperature drops below 20 degrees to keep the salt from forming large chunks.

All equipment, material, and personnel will be ready to roll almost upon immediate notice from the Highway Department officials.

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FOR USE UPON RECEIPT

AS PUBLIC SERVICE SPOT.

ANNOUNCER.....

THE NEW JERSEY STATE HIGHWAY DEPARTMENT OFFERS THE FOLLOWING
REMINDER TO MOTORISTS.

THE FIRST SNOW OR FREEZING RAIN OF THE COMING WINTER SEASON COULD
OCCUR ANY TIME NOW, AND MOTORISTS ARE URGED TO GET THEIR VEHICLES READY
FOR WINTER DRIVING WITHOUT DELAY.

DESPITE EARLY AND EXTENSIVE PREPARATIONS EACH YEAR BY YOUR HIGHWAY
DEPARTMENT, THE SEASON'S FIRST SNOWFALL TRADITIONALLY BRINGS EXAGGERATED
PROBLEMS IN MAINTAINING TRAFFIC BECAUSE SOME MOTORISTS HAVE LAGGED IN
THEIR INDIVIDUAL PREPARATIONS.

IT HAPPENED IN MID-NOVEMBER LAST YEAR AND SERVES TO EMPHASIZE THE
NEED THAT EACH MOTORIST CHECK HIS.....ANTI-FREEZE.....TIRE CHAINS.....
SNOW TIRES.

AS AN EXTRA PRECAUTION AGAINST GETTING STUCK IN DRIFTING SNOW
YOU MIGHT WELL PUT A SMALL SHOVEL IN THE TRUNK OF YOUR CAR.

THIS HAS BEEN A PUBLIC SERVICE ANNOUNCEMENT FROM THE NEW JERSEY
STATE HIGHWAY DEPARTMENT.

BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton
IMMEDIATE RELEASE



TUxedo 2-3000 - Ext. 431-432

1959

Route 35 - Bids
Shrewsbury, Monmouth County

Trenton, Nov. 5 - A bid of \$457,829.90 submitted by Michael J. Stavola Inc. of Red Bank was the lowest of three received by the New Jersey State Highway Department today for widening and resurfacing Route 35 through Shrewsbury, Monmouth County. Portions of the project will also spill into adjacent Red Bank and Eatontown.

Award of contract will be made after officials of the State Highway Department and the Federal Bureau of Public Roads review all today's bids, and the construction plans.

The project is aimed at converting the present two and three lane 1.8 mile stretch of highway into four lane width continuously between Red Bank and Eatontown. Traffic signal controlled jughandles will be constructed at each end of the project to ease difficult and dangerous traffic movements and occasional congestion at Shrewsbury Avenue and Newmans Springs Road.

A single triangular traffic separation island will also be constructed in the wide intersection of the Route with Broad Street, Red Bank, just over the Shrewsbury line, in order to channelize traffic for safer movement.

A second part of the project will be widening a 1,300 foot long stretch of the highway immediately south of the Route 35-36 traffic circle in Eatontown. The highway there is three lanes wide with only moderate sight distance due to horizontal and vertical roadway curvatures. The widening, to take place on the southerly side of the present roadway, will bring it to four lane width with provisions for entrances to the new shopping center now under construction adjacent to the traffic circle.

(more)

1959

Route 35 - Bids
Shrewsbury, Monmouth County

The route's conversion to four lanes in Shrewsbury is to be accomplished by extending the present roadway and shoulder limits six feet, within right of way already owned by the Highway Department. In order to preserve present neighborhood characteristics new curbs and sidewalks will be constructed only in replacement of existing curbs and walks.

The finished roadway will be 56 feet wide and paved with bituminous concrete for its full width. In order to permit full use of the newly widened roadway the Department will ban parking through the borough.

According to a Highway Department spokesman, the construction will not encroach on the three historic landmarks, Christ Church, the Friends Meeting House, or the Allen House, all located at the Sycamore Avenue intersection with Route 35.

As part of the contract the existing wooden fence in front of Christ Church, which at one point in its 260 foot length encroaches about one foot on the right of way, will be properly realigned. Although easing the curb curvature at the north-west corner of the Sycamore Avenue intersection will require removal of a commercial showcase adjacent to the Allen House, replacement of the present curb and sidewalk will not affect the landmark itself. The existing fence surrounding the Quaker Meeting House will not be affected, nor will the grounds, the spokesman said.

In deference to objections voiced by local officials and community residents at a Department held public hearing on May 27, State Highway Commissioner Dwight R. G. Palmer and State Highway Engineer O. H. Fritzsche later viewed the project site with local officials and Monmouth Assemblyman Alfred N. Beadleston and Senator Richard R. Stout.

(more)

1959
Route 35 - Bids
Shrewsbury, Monmouth County

As a result, the Department deferred proposed construction of a concrete barrier down the center of the roadway and a ban on left turns with construction of jughandles at Silverbrook Road and White Street included in earlier planning.

During construction operations, two-way traffic will be maintained on Route 35 on as much of its full width as possible. Cross streets will remain open with two lanes, except that a single lane will be used when actual construction makes this necessary.

Residents and businessmen will have uninterrupted access to their properties and should it become necessary to briefly interrupt that access, at least 24 hours notice will be given.

The entire project is to be completed by August 1, 1960.

Other bidders were: Manzo Contracting Co., Inc., Matawan, \$493,078.55;
Brann & Stuart Co., Trenton, \$587,470.15.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

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IMMEDIATE RELEASE



1959

Parkway Avenue - BIDS
Mercer County

Trenton, Nov. 4 - A bid of \$268,662 submitted by Barrett Bituminous Co., of Mt. Holly, was the lowest of four received by the New Jersey State Highway Department today for widening and resurfacing Parkway Avenue from Olden Avenue Extension to Parkside Avenue in Trenton and Ewing Township, Mercer County.

All bids will be reviewed by engineers of the Federal Bureau of Public Roads and the State Highway Department before the contract is awarded.

Bids were previously received October 7 for this project, but all were rejected because the prices bid were in excess of engineers' pre-estimates. However, today's low bidder also submitted the lowest offer before.

The mile long improvement will feature a complex traffic signal system at the intersection of Olden Avenue Extension, Parkway Avenue, and Lexington Avenue. Several types of signals will be employed, including pedestrian buttons, green arrows, and conventional traffic lights.

The same intersection will be channelized to permit motorists to negotiate all conventional turns with greater ease and safety. Two islands will be constructed in Olden Avenue as it approaches Parkway. Parkway itself will be divided in the intersection area by an island, and the existing island in front of the Parkway Shopping Center will be narrowed and redesigned.

The section of Parkway Avenue from Parkside to Hillcrest Avenue will be completely reconstructed with a new bituminous concrete pavement, flanked by new curbs and concrete sidewalks.

(more)

1959
Parkway Avenue - BIDS
Mercer County

From Hillcrest Avenue to Olden Avenue Extension, the existing 20 foot wide, 8 inch thick concrete pavement will remain as a base for new surfacing. The road will be widened up to 56 feet and will be surfaced with three inches of bituminous concrete.

A new traffic signal at Parkside Avenue will also be included in the project.

The proposed project comes under the Federal Government's plan for aid to Secondary Roads and highways. Mercer County and the Federal Bureau of Public Roads will split all costs.

There will be two way traffic on Parkway Avenue during construction operations except that when actual paving and cross drains are being installed, alternate use of a single lane will be necessary. Parkway traffic between Parkside and Hillcrest Avenues will be diverted to side streets around the work area.

The entire project is to be completed in 80 working days.

Other bidders included: A. J. Cunningham & Sons, Trenton, \$268,911.10; Union Paving Co., Wynnewood, Pa., \$289,729.50; Kingston Bituminous Products Co., Kingston, \$320,283.70.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

IMMEDIATE RELEASE



TUxedo 2-3000 - Ext. 431-432

1959

U. S. 1 and 9

Middlesex County

Trenton, November 2 - Bids for extensive safety improvements on U.S. 1 and U. S. 9 in Middlesex County will be received by the New Jersey State Highway Department November 25.

The U. S. 1 construction will take place entirely in Edison Township. Between Plainfield Avenue and Old Post Road south of the Ford Motor Company's assembly plant, seventeen island openings will be closed. In addition, six jughandles and turnaround ramps will be built in this area.

One pair of conventional jughandles will be built at the Ford Plant, another pair at Old Post Road. Left hand turns from U. S. 1 will be eliminated and motorists will be able to enter or leave the heavily traveled highway without crossing in front of the main stream of traffic.

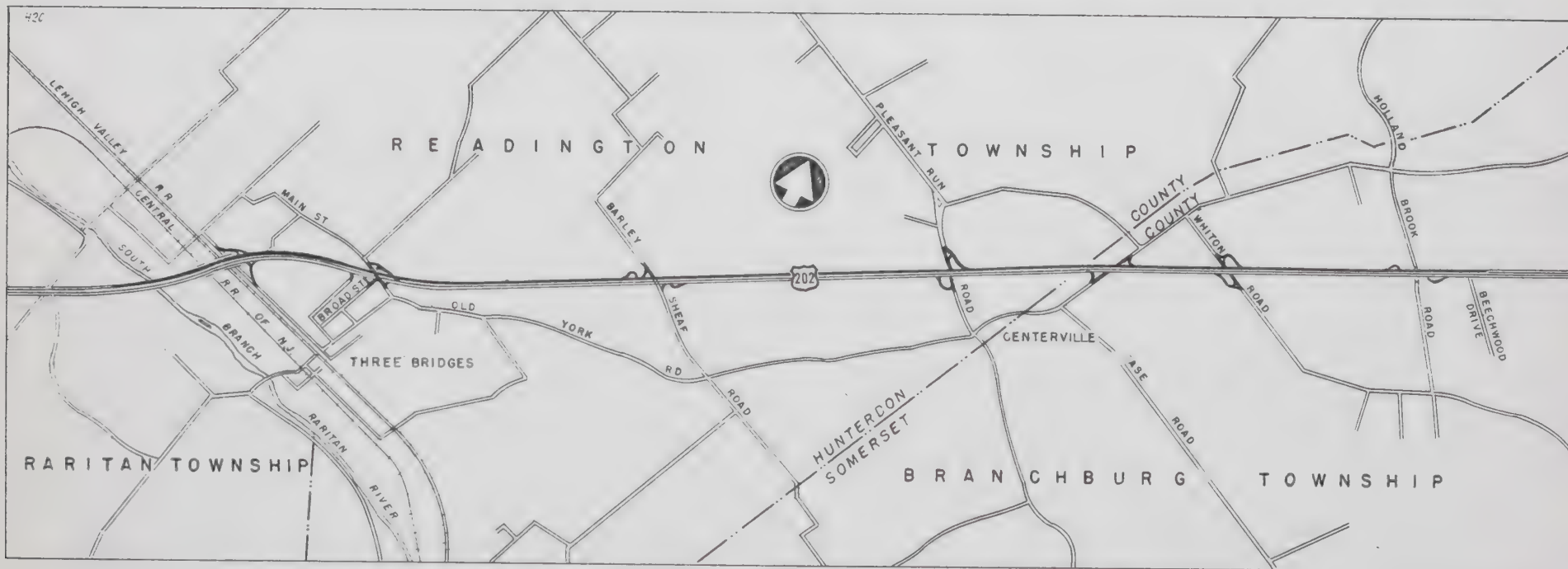
Turnaround ramps at Plainfield Avenue will use, in part, existing streets. Both Fulton Street and Elm Street will be used as ramps for turning movements on the west side of U. S. 1. Lincoln, Chestnut, and Pacific Streets will form a square turnaround adjacent to U. S. 1 for turning movements on the east side of the highway.

The U. S. 9 improvement will be in Sayreville and Madison Township. Ten island openings will be closed between Ernston Road and Rt. 34 and a pair of jughandles will be constructed at the Ernston Road-U. S. 9 intersection.

A new connecting ramp will link Rts. 9 and 34 just south of their intersection. This will permit all conventional movements between the two highways.

All ramps will be surfaced with bituminous concrete and the project will also include incidental widening of Rt. 34 in the area of the new connecting ramp.

This project will be financed entirely by state funds.



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NEW JERSEY STATE HIGHWAY DEPARTMENT

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FOR RELEASE

THURSDAY, OCT. 29, P.M.



1959

Route U.S. 202
Public Hearing
Hunterdon & Somerset
Counties

Trenton, Oct. 29 - The New Jersey State Highway Department will hold a public hearing November 19 on its proposed dualization of U.S. 202 between the South Branch of the Raritan River in Raritan Township, Hunterdon County, and Beachwood Drive in Branchburg Township, Somerset County.

The hearing is to be held in the Three Bridges Firehouse, starting at 10 a.m.

The proposed 5.6 mile long project will complete dualization of U.S. 202 between Flemington and Somerville. Similar projects covering 7.3 miles of the highway were finished this year. Highway Department plans call for future dualizing of the route westerly to Lambertville.

At the hearing Highway Department engineers will explain their proposals for the new highway. The existing 20 foot concrete pavement will remain to serve eastbound traffic, but improved by the addition of ten foot hard-surfaced shoulders on either side.

An entirely new roadway is planned for westbound traffic. The new roadway will be 25 feet wide with a ten foot wide hard-surfaced shoulder along the outside edge. A center island varying in width from about 32 feet will separate the two roadways.

Three new bridges will carry the new roadway over South Branch of the Raritan River, the Jersey Central, and the Lehigh Valley railroads and existing bridges will be widened to accomodate the new roadway.

Jughandles and other turning ramps will be installed at Railroad Avenue, Main Street, Barley Sheaf Road, Pleasant Run Road, Old York Road, Whiton Road, and Rolland Brook Road.

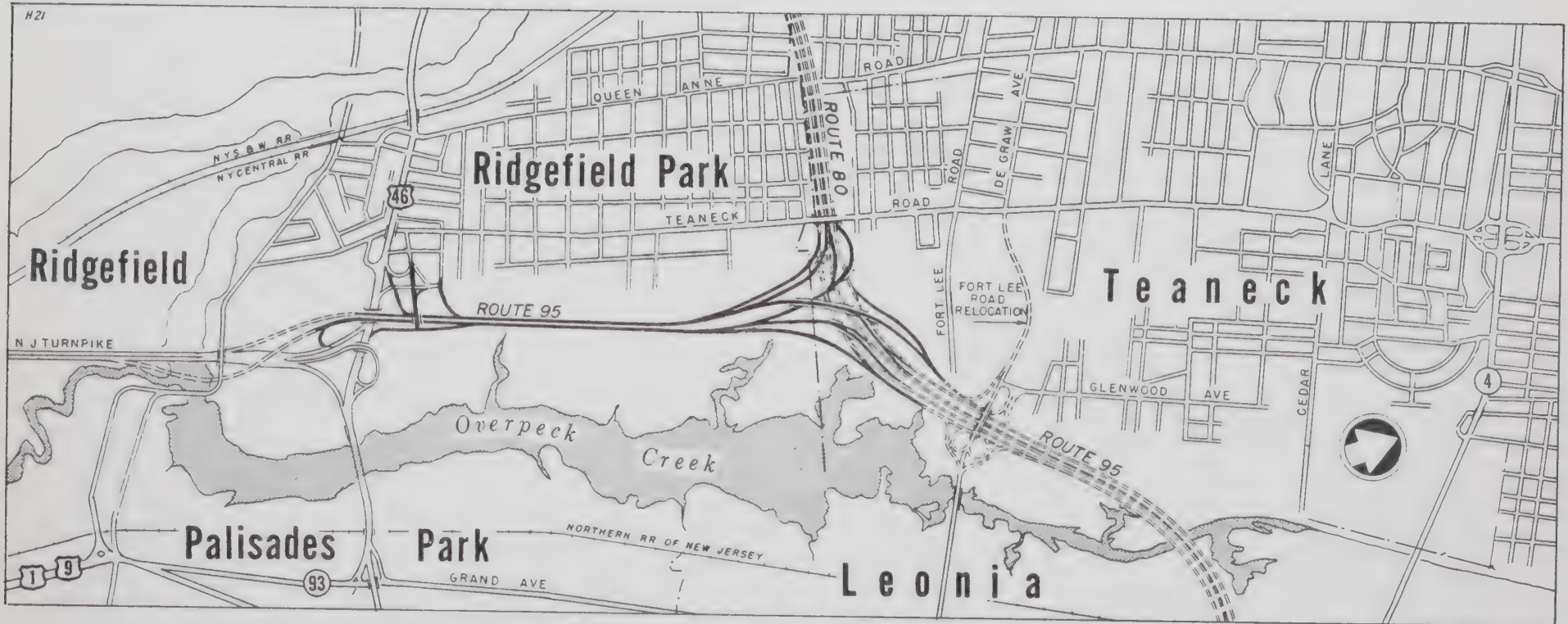
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1959
Route U.S. 202
Public Hearing
Hunterdon & Somerset
Counties

The purpose of the public hearing is to make known to those who may be affected the plans of the Department and to give those residents opportunity to make suggestions and other comments.

The highway improvement will come under the Federal Government's program for aid to Primary and Urban Roads in which the State and Federal Governments split all costs.

60-P-11



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NEW JERSEY STATE HIGHWAY DEPARTMENT

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RELEASE THURS. P.M.,
OCTOBER 29.



1959
INTERSTATE ROUTE 95
PUBLIC HEARING - BERGEN CO.

Trenton, Oct. 29.- The New Jersey State Highway Department will hold a public hearing November 17 on a proposed section of Interstate Route 95 in Ridgefield Park and Teaneck, Bergen County.

The hearing will be held in the court room of the Teaneck Municipal Building beginning at 10 A.M.

The proposed Interstate 95 Freeway alignment will extend for about 8,000 feet from U.S. 46 northerly to the interchange with Interstate Route 80, the Bergen-Passaic Expressway. Plans will make provision for possible connection of Route 95 with the New Jersey Turnpike.

The proposal will call for dual roadways of three lanes each, separated by a 42 foot minimum width center island. Hard-surfaced shoulders twelve feet wide will follow the outside edges of each roadway with four foot shoulders on the inside. Plans will provide for future expansion to eight lanes.

There will be about half a dozen bridges in the proposed alignment, four of them to carry ramps in the Route 80 interchange.

Maps of the proposed freeway alignment will be made available to the two municipalities through which the freeway will pass, and interested residents will be able to examine them at the offices of municipality concerned.

Interstate Route 95, one of eight major Interstate routes designed for New Jersey, will begin at the George Washington Bridge and continue westerly to the vicinity of Teaneck Road where it will join with Interstate 80.

(more)

1959
INTERSTATE ROUTE 95
PUBLIC HEARING - BERGEN CO.

At this intersection, 95 will turn south and extend as far as Trenton, providing motorists with another through artery in the U.S. 1 traffic corridor.

The 67 mile long freeway is expected to cost an estimated \$188 million. The major portion of alignment of the proposed route is currently in the very early stages of location.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



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IMMEDIATE RELEASE

1959

Mullica River Bridge
Demolition - ADV

Trenton, Oct. 27 - The New Jersey State Highway Department will receive sealed bids November 17 on demolition of the old U.S. Route 9 Mullica River Bridge in Burlington and Atlantic Counties.

The 739' long structure formerly carried U.S. 9 over the Mullica River from Bass River Township to Port Republic City. Construction of the Garden State Parkway eliminated the need for the span since U.S. 9 is on Parkway alignment in this area.

The bridge is composed of a center draw span, two steel trusses adjacent to it, and a wooden trestle next to each river bank. The contract also calls for removal of the bridge's six concrete piers.

The bridge approach roadways, dead-end on each side of the river, are to be maintained as Route 167 to provide access to property in the localized area.

Removal of the bridge is planned to add safety to commercial and pleasure boat traffic on the Mullica River.

This project, under the State Highway Department's 1959-60 construction program, will be financed entirely by state funds.

60-N-26

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IMMEDIATE RELEASE

1959

Route 12 - ADV
Hunterdon County

Trenton, Oct. 27 - The New Jersey State Highway Department will receive bids November 17 for reconstruction of Route 12 from Little Nishisakawick Creek in Frenchtown easterly for 1.4 miles to the beginning of the existing concrete pavement in Kingwood Township, Hunterdon County.

The proposed project includes removing the existing high-crowned surface treated gravel road, which is only about 20 feet wide, and replacing it with a 36 foot wide bituminous concrete roadway flanked by concrete curbs.

The new road will consist of a 12 inch subbase, a six inch macadam base course, surfaced with $1\frac{1}{2}$ inches of bituminous concrete. The project will also include incidental improvement of shoulders along the existing concrete portion of the highway easterly from end of the new road for 600 feet.

The new road will be lined for three lanes, two of them for eastbound traffic. This step is to be taken to eliminate traffic slow-downs caused by the steep up-grade encountered by eastbound vehicles leaving Frenchtown. Truck and other slow moving traffic will keep right on one eastbound lane enabling motorists to pass them on the grade by using the other.

60-N-36

BUREAU OF PUBLIC INFORMATION

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IMMEDIATE RELEASE

1959

Burnett Estate

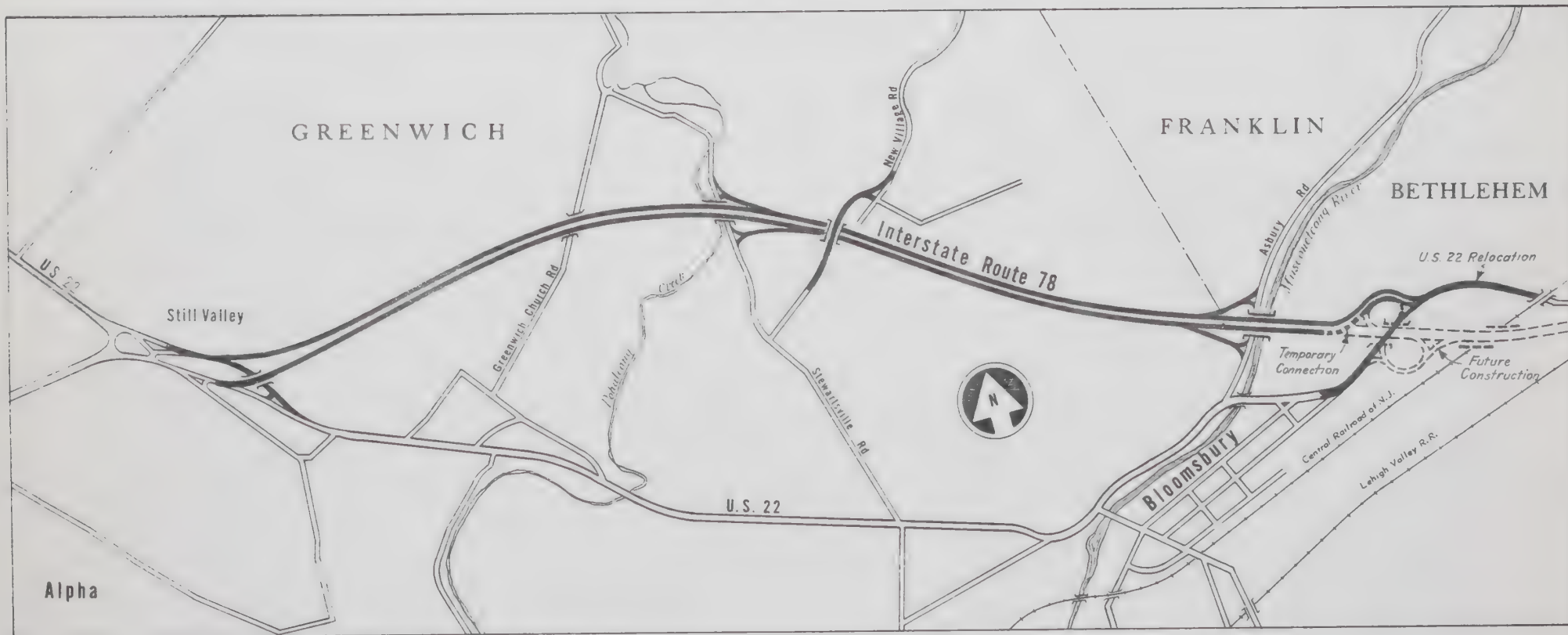
Demolition - ADV

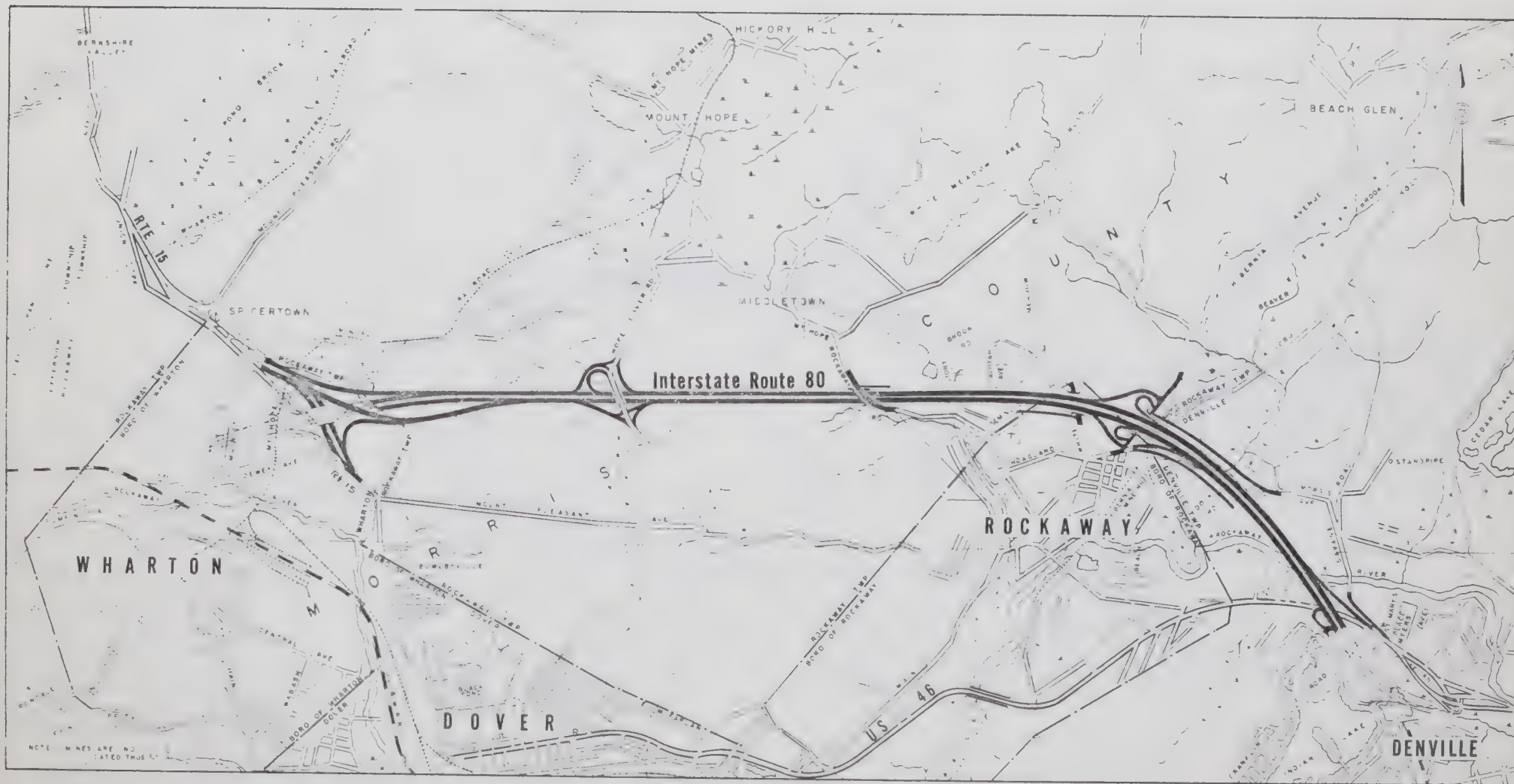
Trenton, Oct. 27 - Bids will be received November 17 by the New Jersey State Highway Department for demolition of buildings on the former Burnett estate atop the Palisades in Alpine, Bergen County.

The buildings will be razed to make way for improvement of the site under the Palisades Interstate Park system.

Some buildings suitable for park facilities will remain standing, however most structures on the property will be removed. The various structures range in variety from a Quonset hut type chicken house, to a mansion with a bomb shelter in the basement.

60 - N - 49A





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IMMEDIATE RELEASE



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1959

INTERSTATE ROUTE 78

INTERSTATE ROUTE 80-OPENINGS

Trenton, Oct. 24 - The first five mile section of Interstate Route 80 to be completed, and a new four mile section of Interstate Route 78, will be opened to traffic use by Governor Robert B. Meyner next Friday (October 30).

The initial Route 80 section connects Route U.S. 46 at Denville with Route 15 north of Dover. It is entirely within Morris County. The Route 78 piece leaves Route U.S. 22 at Bloomsbury, Hunterdon County, and rejoins it at Still Valley, Warren County.

According to State Highway Commissioner Dwight R. G. Palmer the Route 80 opening will immediately permit industrial and recreational traffic between points east of Denville on Route 46 and points north of Dover on Route 15, to safely and quickly skirt Dover. This traffic movement, he said, has regularly been the source of serious traffic jams from early Spring to late Fall when recreational traffic is particularly heavy.

The Route 78 link eliminates nearly five miles of tortuous travel for both eastbound and westbound traffic now using Route U.S. 22. The existing highway in this area, which carries a high percentage of heavy trucks, is two lanes wide, undivided, with sharp curves and rolling grades that combine to make passing extremely dangerous.

Each of the new facilities are limited access freeways, with no cross-roads, traffic signals, center island openings, or driveways connecting directly with the dual main roadways.

The new Route 78 section opening will be shortly after 11 A.M., Friday, at which time local and State officials of the two counties will join the Governor and State Highway Commissioner in brief dedication ceremonies near where the freeway crosses the Hunterdon-Warren County line.

(more)

1959INTERSTATE ROUTE 78INTERSTATE ROUTE 80 -OPENINGS

Also participating in the ceremonies will be officials and members of the Blue Star Memorial Council, the Garden Club of New Jersey, and the New Jersey Roadside Council. The new Interstate Route 78 has been officially designated by the State Legislature as part of the Blue Star Memorial Drive through New Jersey as a tribute to veterans of past wars.

The Route 80 ribbon-cutting and dedication ceremonies are scheduled for 4:30 P.M. on the new freeway near its junction with Route 46 at Denville. Here local and state officials of Morris County will join the Governor and Highway Commissioner.

Earliest construction on the two freeway sections was begun in February, 1957. Combined cost of the construction contracts for the nine miles of super-freeways exceeded \$14 million, with 90 percent of it borne by the Federal Bureau of Public Roads.

The four-mile Route 80 section was split into two contracts, each awarded to the lowest bidder under competitive bidding procedures in which interested pre-qualified contractors submit sealed bids that are opened at public bid receipt sessions in Trenton.

The 2.3 mile long stretch of freeway between Route 15 and the Mt. Hope-Rockaway Road in Rockaway Township was built by S. J. Groves & Sons, Woodbridge, for \$5.5 million. The balance of the section, between the Mt. Hope-Rockaway Road and Route 46 at Denville, was built by the Union Building & Construction Co., Passaic, at a cost of \$4.1 million. Work on both projects was begun in September, 1957.

The complete section consists of dual bituminous concrete surfaced roadways each 37 feet wide (three lanes) with 12 foot hard surfaced shoulders along the outer edges. The roadways are divided by a 42 foot wide center island.

(more)

1959

INTERSTATE ROUTE 78

INTERSTATE ROUTE 80 - OPENINGS

Similar construction now nearing completion will carry Interstate Route 80 over four miles further west from Route 15. The contract, for this section is now more than 85 percent completed, and will connect with Howard Boulevard (Mt. Arlington Avenue) at its westerly terminus. Other current Route 80 construction in this area will provide the 12 bridges needed to carry the route over or under local streets and railroads between Howard Boulevard and Route U.S. 46 southwest of Netcong.

The overall route is one of eight major Interstate Freeways to be built in New Jersey. It will extend from the Delaware Water Gap for 67.7 miles easterly to a junction with Interstate Route 95, a short distance west of the George Washington Bridge. Total estimated cost, 90 percent of which will be paid by the Federal Government, is \$291.1 million.

The State Highway Department is now purchasing right of way and clearing buildings from the freeway's path in several Bergen County communities and is building a \$5 million bridge that will carry the super-highway over the Passaic River between Paterson and East Paterson.

A four mile section of the Route 611 Freeway, which was completed by the State Highway Department in 1954 between Columbia and the Delaware Water Gap, will serve as the most westerly portion of the Route 80 Freeway in New Jersey.

Grading and paving of the four mile Interstate Route 78 section to be opened Friday was begun in February, 1958. The contract totaled \$3.1 million and was carried out by the Villa Contracting Co., of Westfield. Charles F. Vachris, Inc., New York, built six bridges in the project area under a separate contract totaling \$1.5 million.

(more)

1959

INTERSTATE ROUTE 78

INTERSTATE ROUTE 80 - OPENINGS.

The Route 78 Freeway has dual 25 foot wide (two lanes) concrete roadways, each bordered along its outer edge with a 12 foot hard surfaced shoulder and separated by an 80 foot wide center safety island.

The portion of Interstate Route 78 within New Jersey will extend from the Delaware River near Phillipsburg to the Holland Tunnel, approximately 68 miles. Total cost is expected to be \$388 million. Earlier construction resulted in completion last year of a 3 mile section of the route skirting Clinton, Hunterdon County.

Current construction, extending from Bloomsbury to Route U.S. 22 through Jugtown Mountain, involves the largest grading contract in the State Highway Department's history. More than three million cubic yards of earth and rock are being moved in order to carry the freeway through this five mile area of rugged terrain.

More than 368 miles of the proposed 41,000 mile National System of Interstate and Defense Highways will be located in New Jersey. The State Highway Department presently has 35 miles of Interstate freeway construction underway. Opening the two sections Friday will boost the State's total of operating freeways included in this system to more than 38 miles.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE



1959

ROUTE U.S. 1 & 9 BIDS
(Tonnele Avenue)

Trenton, Oct. 21.- A bid of \$835,891.30 submitted by the New Jersey Asphalt and Paving Co., of Jersey City, was the lowest of seven received by the New Jersey State Highway Department today for improvement of over six miles of Route U.S. 1 & 9 (Tonnele Avenue) in Hudson and Bergen Counties.

Construction will occur from the Pulaski Skyway traffic circle to just beyond the Hudson-Bergen line in Jersey City, North Bergen, and Fairview.

All bids will be reviewed by State Highway Department engineers before the contract is awarded.

Included in the project will be installation of over 2.5 miles of the Highway Department's revised barrier curb. This concrete highway divider stands thirty-two inches high, compared with the twenty inch height of the type now in use on over 70 miles of State highways. The main area of the new barrier construction will be from the traffic circle under the Pulaski Skyway to the Route 3 traffic circle at the Lincoln Tunnel approaches.

Also in this section the highway will be widened to 50 feet, providing 24 foot (two lane) roadways in each direction separated by the new barrier. The present concrete surface, worn smooth, will be resurfaced with three inches of bituminous concrete.

Three intersections will be improved under the proposed project. Corners will be eased at Manhattan Avenue and new ramps and a jug-handle will provide access to New County Road at the same intersection.

Other new ramps will connect Terrace Avenue with U.S. 1, while a jughandle and other turnaround ramps at the Secaucus Road intersection will permit all conventional vehicular movements between that road and U.S. 1

(more)

1959
ROUTE U.S. 1 & 9 BIDS
(Tonnele Avenue)

In the section from the Route 3 traffic circle northerly to the end of the project at Bulls Ferry Road in Fairview, the 40 foot wide highway will be surfaced with three inches of bituminous concrete over the existing concrete surface. Many intersections along this stretch will be improved with corner cutbacks.

Another 600 feet of the new barrier curb will be installed between the Bergen-Hudson County line at Division Street over the New York and Susquehanna Railroad. This project will be financed entirely by State funds.

Other bidders were: C. F. Malanka & Sons, Union City, \$866,764.14; Standard Bitulithic Co., Newark, \$944,866.52; Gallo Asphalt Co., Irvington, \$957,094.78; Franklin Contracting Co., Little Falls, \$987,056.24; Samuel Braen's Sons, Hawthorne, \$1,041,723.39; Geo. M. Brewster & Son, Bogota, \$1,048,993.77.

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BUREAU OF PUBLIC INFORMATION

NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton



TUxedo 2-3000 - Ext. 431-432

IMMEDIATE RELEASE

1959

U. S. 611 - BIDS
WARREN COUNTY

Trenton, Oct. 21 - The New Jersey State Highway Department received three bids today on a project aimed at eliminating the potential danger of rock slides adjacent to the U. S. 611 Freeway at the Delaware Water Gap.

Low bidder was Peter W. Kero Inc. of Carlstadt with an offer of \$120,304.00. S. J. Groves and Sons of Woodbridge bid \$239,276.25, while the Franklin Contracting Co. of Little Falls submitted an offer of \$492,735.50.

All today's bids will be reviewed by State Highway Department engineers before the contract is awarded.

The highway safety improvement will be located in Pahaquarry Township, Warren County, and will be financed entirely from State funds.

Just a few feet north of the Gap steep slopes adjoin the Freeway. Loose stones, dirt, and boulders have occasionally rolled down the slope and onto the Freeway. Although no accidents have resulted, the condition is a potential danger to motorists, according to a Department spokesman.

The proposed project involves "scalping" the slope by removing all loose material, baring a slope of stable bedrock.

In cooperation with the Delaware River Joint Toll Bridge Commission, which is responsible for the two Water Gap Bridges, the Freeway will be closed during the time of the contract to facilitate the improvement. All work is to be completed by December 15.

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IMMEDIATE RELEASE



1959

BIDS

ROUTE 46 BARRIER

BERGEN COUNTY

Trenton, Oct. 21 - The Frapaul Construction Co. Inc. of Rochelle Park with an offer of \$70,212.25 submitted the lower of two bids received by the New Jersey State Highway Department today for installing 1.6 miles of new-type barrier curb on U. S. 46 in Bergen County.

The construction will take place shortly after State Highway Department engineers review the bids and award the contract.

Highway Department plans call for erection of the new center barrier continuously between East Ruby Avenue and Jones Road in Palisades Park and Fort Lee.

The other bidder for the contract was Peter W. Kero Inc. of Carlstadt with an offer of \$73,731.15.

The new type of barrier curb measures thirty-two inches in height and twenty-four inches at the base, compared with the thirty inch base and twenty inch height of curbs now in use on over seventy miles of state highways.

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NEW JERSEY STATE HIGHWAY DEPARTMENT

1035 Parkway Ave. Trenton

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IMMEDIATE RELEASE



1959
ROUTE 3
COMPLETION

Trenton, Oct. 16 - The New Jersey State Highway Department announced completion today of a \$109,185 project for resurfacing the Hackensack River Bridge approaches on Route 3 in Hudson and Bergen Counties.

The job was started last June by the Standard Bitulithic Co. of Newark which submitted the lowest bid for the contract.

This 100% State Highway Department financed project extends for over half a mile between Eighth Street in Secaucus and Route 20 in East Rutherford.

Through most of the project area, the resurfacing was accomplished by covering the existing concrete pavement with a three inch layer of bituminous concrete.

The westbound roadway was widened slightly for about 400 feet. This phase of the construction was designed to ease a curve leading to the Grace Street ramp. Some incidental curbing here and in other locations was also included in the project.

A project to resurface Route 3 from the Lincoln Tunnel approaches to Route 20 is a part of the 1958-59 construction program.

Another Route 3 construction item will be construction of an entirely new bridge to carry eastbound traffic over the Hackensack River. The existing bridge will remain to serve westbound vehicles. The Highway Department has earmarked \$4,600,000 of the 1959-60 construction program for this structure.

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IMMEDIATE RELEASE

1959

Route 17 - Farview Avenue
Completion

Trenton, Oct. 30 - The New Jersey State Highway Department today announced virtual completion of a project revising the Route 17 - Farview Avenue overpass in Paramus, Bergen County.

Only minor top-soiling and clean-up remain to make the job 100% complete.

The 100% State financed project included improvement of two existing ramps and elimination of one ramp, together with construction of a completely new ramp to provide an exit from southbound Route 17 to Farview Avenue.

The two ramps improved connect Farview Avenue with southbound Route 17 and Gertrude Street. The old ramp between these roads necessitated left hand turns eliminated with the new construction.

All ramps are surfaced with three inches of bituminous concrete over a seven inch macadam base course. There are eight inch high curbs along the edges.

Acceleration and deceleration lanes were constructed on Route 17 to provide motorists with an added safety factor when entering or leaving the heavily traveled route at ramp locations.

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IMMEDIATE RELEASE

1959
ROUTE U.S. 1 COMPLETION

Trenton, Oct. 16 - The New Jersey State Highway Department announced virtual completion of the longest of the five sections of Route U.S. 1 currently undergoing complete rehabilitation for 19 miles from just south of New Brunswick to Trenton.

All work within roadway limits has been completed on the six mile long section between Stouts Lane in South Brunswick Township and Cozzens Lane in North Brunswick Township, Middlesex County. This section is the third to be finished.

The minor topsoiling, painting, and other incidental items which will make the job 100% finished are expected to be completed in a few days. During that time, motorists are advised to use continued caution in the work area for their own and the workers' protection.

The job consisted of replacing the old earth center island with a concrete barrier curb; widening each of the old 25 foot roadways to 27 feet; resurfacing them with bituminous concrete; constructing hard-surfaced shoulders ten feet wide along the outer edges; and installing 21 jughandles.

Jughandles, constructed mostly in pairs, are located as follows: at Stouts Lane; mid-way between Stouts Lane and New Road; at New Road; at Sand Hill Road; mid-way between Sand Hill Road and Deans Lane; a pair split to serve Deans Lane and Franklin Park Road; a single jughandle at Black Horse Lane; a pair at Finigans Lane; at Franklin Avenue; at Washington Street; and a pair split to serve Adams Lane and Cozzens Lane.

The work was begun in August, 1958, and cost over \$1.5 million, half of which was paid by the Federal Government.

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IMMEDIATE RELEASE

1959

ORIGIN-DESTINATION SURVEY

Trenton, Oct. 14 - New Jersey State Highway Department employees will shortly begin a survey, in which motorists on principal highways in the New Brunswick area will be quizzed as to the origin and destination of their trip, in order to help determine the need and location of a new Raritan River bridge that has been requested by local officials and businessmen.

Motorists at random will be stopped at four interview locations in the New Brunswick area beginning October 19. A Highway Department spokesman said the three questions to be asked at each interview should delay the motorist no longer than an ordinary red light.

The questions to be asked are: 1. What is the address and town where this trip began? 2. What is the address and town where this trip will end? 3. Was the purpose of this trip: to go to work, business not related to your livelihood, school, social or recreational, or other reasons?

The interview locations are on Landing Road just north of the Landing Road Bridge; on the New Jersey Turnpike's exit 9 between the main line and the toll booths; on U.S. 1, just north of the Route 18 interchange; and at the corner of Albany Street and Route 27. State and local police will cooperate in the survey by directing traffic to avoid any unforeseen congestion.

At each location traffic in each direction will be sampled, though not necessarily during the same hours. Schedules call for interviews between 6 A.M. and 2 P.M. on some days and between 2 P.M. and 10 P.M. on others. This staggered schedule is expected to avoid any traffic slow-down.

(more)

1959
ORIGIN-DESTINATION SURVEY.

It is expected the survey will be completed in early November.

The survey follows requests for such a new bridge over the Raritan by local New Brunswick officials and industrialists. At a recent meeting between a New Brunswick delegation and Highway Department officials, the decision to proceed with the survey was reached as the first logical step toward possible future erection of a new structure.

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